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A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY, HONGKONG.

Hongkong, 31st May, 1901.

BIRTH. On the 14th June, 1901, at "Woolthorpe," Mr. Sophia, Singapore, the wife of the Rev. J. R. Denton, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL. LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 22nd June, 1901.

A POINT of some little interest to British merchants in China in connection with the Chinese Indemnity question is contained in Reuter's message of the 17th inst. According to this telegram, the Washington correspondent of the *New York Herald* states that Great Britain has notified the Powers that she will not consent to China increasing the duty on imports of opium and rice. There has been much zeal on the part of certain Powers to serve China at the expense of third parties, and so ingratiate themselves with the mandarins. The opium imported into China comes mainly from India and Persia, and the quantity has for some years past fallen off steadily owing to the enormous increase in the cultivation of the poppy in the Central Kingdom, although it is actually prohibited. The following figures will serve to illustrate this decline:—

	piculs.
1891	77,445
1892	70,732
1893	68,108
1894	63,125
1895	51,806
1896	48,994
1897	49,309
1898	49,752
1899	49,161
1900	49,279

The drop was arrested slightly in 1897, for some reason, probably a falling off in the quality and quantity of the Szechuen and Yunnan crops. The latter drug has within the last twelve months for the first time made an appearance in the Hongkong market, though the import in 1900 probably did not exceed 25 chests. The import from abroad in 1900 was, considering the disturbance to trade caused by the hostilities in the North, well maintained, more especially as it is estimated by dealers that at least one hundred chests per month are passed into China through Kwanchuan without coming under the cognisance of the Chinese Customs. Seeing therefore

that British India, Persia, and to a very small extent Turkey, are the only countries directly interested in the import of opium, some of the Foreign Ministers thought to be generous by making a concession that would cost them nothing and suggest an addition to the duties on the drug.

Rice is another commodity in which few of the Treaty Powers are interested, and it therefore seemed an easy subject for attack. The rice imported into China comes chiefly from Indo-China (Saigon and Haiphong), Siam, and Burmah, with occasional small shipments from Japan. The grain from the latter country is not popular because it is considered too strong, too full of starch. The total import of rice in 1899 was 7,365,217 piculs compared with 6,207,226 piculs in 1900. To increase the duty on this staple food of the Chinese would be to inflict hardship on the poorer classes of the people, without giving any adequate return for the inconvenience that would follow a rise in prices. The lower classes in Kwangtung and several other provinces, who are largely fed on imported rice, would suffer materially if their staple food were to be further taxed. The Chinese in the Colony would of course not participate in this inconvenience because Hongkong is a free port, but it is no part of the policy of the British Government to connive at any attempt to throw the main burden of the indemnity on the toiling millions of China; they would prefer that the money should be collected in a way that would not press on the poorer classes. Apart from these reasons, Great Britain naturally will protest against any single item of import or export being singled out for exceptional treatment, either in the way of increase or decrease. The whole question of the tariff and of the method of collecting the duties will have to be exhaustively dealt with later on, and the British Government are right to refuse to allow it to be tangled up with the payment of the indemnity to various Powers for losses during the hostilities. There are many matters to be thrashed out before the tariff can be amended. The *lekin* puzzle, the imposition of *lo-ti shai* in the interior, and the dual system of Customs, which at present eats up the revenue and strangles trade, all want straightening out, or utter abolition. They are all illegal, but like many things Chinese they have become a part of the life of the country, and remain as powerful stumbling-blocks in the way of trade.

THE Government is decidedly to be congratulated on the step which it has taken to improve the system of medical inspection of arrivals at this port. As our readers have seen from the report of the Chamber of Commerce meeting on the 11th instant, the Chamber, at the instance of the Peninsular and Oriental Steam Navigation Company, supported by all the leading shipping firms and agencies in the Colony, drafted a letter to the Government, which was forwarded on the 1st instant, calling attention to the pressing need for such improvements in the system of medical inspection of shipping visiting Hongkong. The Government on the 7th instant replied, stating that H.E. the Governor fully realised the importance of the subject and proposed to amend the quarantine regulations as suggested. Yesterday a *Government Gazette Extraordinary* was issued, dated the previous day, amending the regulations published in 1897. Section 19 of the new regulations runs as follows:—"The preceding regulations (with the exception of No. 15) shall not apply to any vessel which has on board 'as Surgeon or Medical Officer a Medical practitioner entitled to be registered as such in this Colony, provided that upon entering the waters of this Colony the Master of the vessel shall sign a certificate, in the form A appended to these regulations, to the effect that there has been no sickness of an infectious or contagious nature on board such vessel within a period of twelve days previous to the date of arrival of the vessel within the waters of this Colony, and unless the Surgeon or Medical Officer of the vessel shall at the same time sign a certificate, in the form B appended to these regulations, to the same effect, with the addition that he has seen every person on board such vessel within the twelve hours immediately preceding his signature thereto." Section 15, which is excepted above, refers to Chinese passenger ships or vessels which have passengers on board in a filthy or otherwise unwholesome condition, or are overcrowded with passengers, emigrants, etc., and to "infected" or "suspected" vessels. The effect of the new regulations is to relieve our very much overworked Health Officer of the Port and to confer an immense boon on the big shipping companies who go to the expense of keeping thoroughly trained doctors on board. Mr. H. A. RITCHIE's letter to the Chamber of Commerce put the case in favour of an amendment of present conditions as well as it could be put, and we need add nothing to its support. By its commendable promptitude in issuing new regulations the Government has deserved the thanks of all shipping firms here, as well as of the community in general.

The British transport *Lalpoora* arrived yesterday from Calcutta.

Considerable enthusiasm and excitement was caused yesterday afternoon among the Chinese of Praya West by the appearance of a Dragon boat, on the water front, rowed by about forty men, which was going towards West Point.

On the night of the 12th inst. a house in the Rue Bourgoin-Desbades, Hanoi, was struck by lightning. Although the electric fluid passed through the bedroom in which the occupier and his wife were sleeping, they were unharmed.

The Indo-Chinese Government has ratified a convention for the creation of a French steamship line between Bangkok and Singapore. The service will be fortnightly, and carried on by three vessels of 400 tons each, drawing 13 feet.

The Tsar has ordered a medal to be struck commemorating the deeds of the Russian troops in China. Vice-Admiral Alexieff, commanding the troops in the Kwangtung district, has been appointed Adjutant-General. The crews of the three gunboats which took part in the capture of the Taku Forts have also been granted distinctions.

The cruiser *Edipus*, which was ordered to commission on May 30th for the China Station, began her steam trial in the North Sea on the 17th ult. after refitting at a cost of £19,000. She returned to Sheerness on the 18th, her machinery trials having been in every way successful, and proceeded to Chatham Dockyard to complete her equipment for despatch to China.

Messrs. Arnhold, Karberg & Co. informed us yesterday morning that they had received a telegram from the General Manager in London of the "Shell" Transport and Trading Co., Ltd., announcing that an Interim Dividend for the first half year of 1s. 3d. per share will be paid in London on and after 30th inst. Holders of Bearer Shares will receive their dividends against Coupon No. 1.

The Band of the Madras Light Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 p.m. Programme:—

March "Soldiers of the Queen" Hume Selection "Folk songs of Italy" Waldron Waltz "Lettie Polka" Waldron Selection "Bells of New York" Kerker Gavotte "Stephanie" Cabulka Song "The Lost Chord" Sullivan Song "God Save the King."

The arrival was expected at Odessa last month of the Japanese Commission specially appointed by the Japanese Minister of Agriculture and Commerce with the object of developing Japan's trade with Russia. The Commission will visit Warsaw, Kiev, Moscow, St. Petersburg, and other commercial centres in Russia. *Inter alia*, the question of establishing direct communication between the Black Sea and Japanese ports will be considered.

Just as the hearing was adjourned for fifteen of the Crisp trial yesterday, a Chinaman, unwashed and ill-dressed, stopped into the witness-box and calmly surveyed the departing form of the Chief Justice. He had a little difficulty about money that he wanted settled, it transpired, and took this method of bringing his case directly before the notice of the Court. The would-be litigant was persuaded to retire from the witness-box and to make his application in the usual way.

In is expected, as a result of the recent publication of General Sir Alfred, Gasco's despatch, that a *Gazette* will be published at an early date conferring honours upon those who have distinguished themselves in China. These will be upon the Indian scale. General Gasco himself has more than maintained the reputation which he won on the North-West Frontier, and it is understood that his personal reward will be the G.C.B. promotion to the rank of major-general (he is only a substantive colonel now, though locally a lieutenant-general), and the command of the first-class district in India rendered vacant by the promotion of Lieutenant-General Jennings.

The Viceroy of India, presiding at the annual meeting of the Army Temperance Association at Simla, instigated the introduction of electric lighting and punkas into barracks as practical proofs of the interest of the authorities in India. His Excellency congratulated the Association on the work done, and declared that the hard-drinking soldier was a moral disgrace and a military danger. It was their duty to set a safe example to the people of India. If he was ever called to high office in England temperance reform would have no back place in his programme. The Commander-in-Chief expressed sympathy with the movement and referred appreciatively to workers in soldiers' homes.

The enquiry into the cause of the collapse last Saturday of a block of eight buildings under reconstruction in High Street, causing the death of three men, was postponed yesterday for another week at the request of Mr. Tooker, Acting Assistant Director of Public Works. Mr. Tooker at the same time requested Mr. Hazland to issue an order to clear away the debris and open out the foundations. He said that at present the large amount of debris prevented any investigation. He also suggested that it would be advisable for Mr. Warren, the architect in charge of reconstructing the building, to superintend the removal of the rubbish and the opening out of the foundations. Mr. Warren declared himself willing to do so. In answer to a query from Mr. Tooker as to the time needed for the necessary work, Mr. Tooker said a week would be sufficient. The enquiry will be held on Friday, the 29th instant, at 2.15 p.m.

The Sultan of Johore while in England will confer with the members of the Advisory Board on certain questions affecting the administration of his dominions.

Braid won the Open Golf Championship with a score of 309 in four rounds on the Muirfield links at the beginning of this month. Vardon took 312, and Taylor 313.

A Parliamentary paper shows that the estimated cost of the operations in China amounts to £5,660,000. The figures are made up of £3,500,000 in 1900-1901 and £2,160,000 in the current year.

Cardinal Gibbons, Archbishop of Baltimore, and the Archbishop of Manila arrived in Rome last month to solicit the intervention of the Pope with the United States to prevent the expulsion of the Roman clergy from the Philippines.

H. M. S. *Bonaventure* left Singapore homeward bound at 9.15 a.m. on the 15th inst. An hour earlier the German battleships *Kurfürst Friedrich Wilhelm*, *Brandenburg*, *Wörth*, and *Weissenburg*, and the cruiser *Hela* left for Colombo.

A Bombay telegram of the 4th inst. says:—The test of the Bombay fasting lady has been abandoned. Food was found concealed in her dress on the fourth day. Watching thousands had worshipped her as a goddess, giving many presents.

Mr. Barton, the Australian Premier, is negotiating with the War Office regarding the appointment of a Commandant of the Federal Forces. It is stated that he has asked whether General Polo-Carew or General Smith-Dorrien would be likely to accept the appointment, which is worth £2,500 per annum.

The *Malay Mail* remarks that the damage done to Pahang by the recently published report on the Raub Company's workings will be lasting. It will scare off capitalists and weaken the position of existing mines. This, coming on the top of certain other not very successful mining ventures in other parts of the peninsula, is likely to result in a good deal of real and direct loss.

A Vancouver telegram of the 25th ult. says:—H. M. S. *Vivace* came into the inner harbour yesterday afternoon and made fast alongside of the D. G. S. *Quadra*, for the purpose of landing the Commander-in-Chief of the China Station, who is making a brief visit to this city on his way to take up his important duties. Vice-Admiral Sir Cyprian Bridge with his suite, was received on the *Quadra* by Capt. Walbran. The Vice-Admiral and his staff are quartered at the *Druid*, the party consisting of Sir Cyprian Bridge, Vice-Admiral; Capt. Arthur W. Carter, Flag-Lieutenant; D. M. Hamilton, and F. Harrison Smith, secretary. It is understood that the Admiral will be the guest of Admiral Bickford to-day, and will sail for China by the *Empress of Japan* to-morrow.

A Cape telegram to the home papers states that the persistent efforts to force the importation of Chinese cheap labourers on behalf of certain northern interests has aroused an agitation among the Chambers of Commerce and mercantile classes. This was focussed on the 22nd ult. by a deputation to the Premier composed of members of the Capetown Chamber of Commerce, acting on behalf of similar institutions from the Zambesi southwards. Sir J. Gordon Sprigg expressed his entire sympathy with the objects of the deputation, and deprecated any further importation of Asiatic labour unrestricted into Rhodesia. It was the policy of the Government to make use of the enormous present coloured population of the country, supplemented by such European immigration as would add to the loyal and reliable elements of the community.

The following appointments have been made at the Admiralty:—Lieutenants: C. M. Masters (N), B. S. Theisger (G), R. A. Newton (T), A. W. Kerr, H. T. Pritchard, and C. K. Watson to the *Cressy*, to date May 28. Midshipmen: G. N. Biggs, to the *Edipus*, to date May 30; G. B. Palmer, C. H. Mackinnon, E. T. Fletcher, F. L. Buck, and A. T. D. George, to the *Cressy*, to date May 28. Naval Cadets: A. H. B. Bisset, to the *Ocean*; C. H. Phillips and A. G. Onslow, to the *Edipus*, to date May 30; L. A. W. Spooner, H. N. M. Hardy, J. P. Hutchings, H. R. Sawbridge, and R. R. Halliwell-Carew, to the *Cressy*, to date May 28. Midshipman E. Combe, to the *Cressy*, to date May 28. Paymaster H. Constantine, to the *Cressy*, to date May 28. Captain H. M. T. Tudor, to the *Cressy*, to date May 28. Commander F. C. H. Alleyby, to the *Cressy*, to date May 28. Midshipman V. R. Williams, to the *Cressy*, to date May 28. Staff Surgeon R. H. Nicholson, to the *Cressy*, to date May 28. Surgeon N. H. Harris, to the *Cressy*, to date May 28. Lieutenant M. D. McNeill to the *Edipus*, to date June 7th. Fleet Engineer J. S. Watch, to the *Cressy*, to date May 28. Engineers: H. E. Bush and J. Kelly, to the *Cressy*, to date May 28. Assistant Engineers: H. Hammond, E. B. Scott, and E. G. Smith (probationary), to the *Cressy*, to date May 28. Paymaster A. H. Veitch, to the *Edipus*, to date May 30.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 19 fresh cases of plague (18 Chinese, one other Asiatic) and 20 deaths (18 Chinese, one other Asiatic). The figures for the year now are—1,046 cases, 1,334 deaths. Bartholomew Bala, the Portuguese residing in Aberdeen Street, who was admitted to the Plague Hospital on Wednesday, died there yesterday morning. All the other European cases are reported to be progressing favourably.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

LONDON, 20th June, 1.40 p.m.

THE KAISER ON GERMANY'S FUTURE—PEACE OF EUROPE ASSURED.

The Kaiser in a speech at Hamburg declared that the future of Germany lay upon the water. He added that events in China had given birth to mutual esteem among the foreign contingents, forming a guarantee that the peace of Europe was assured for many years.

PROBABLE WRECK OF THE "ASTORIA."

The *Astoria* is ashore at Rasjan Dhafun, and is expected to become a wreck. The *Chun Maclachlan* has landed the *Astoria's* crew at Aden.

[After the receipt of the above, we were informed by the local agents of the Company that they had a telegram from Singapore:—"*Astoria* reported total loss."

The steamship *Astoria* belongs to the Hamburg-America Line, and is a steel screw steamer, built by Messrs. Palmer & Co. of Newcastle in 1890. Her gross tonnage is 5,290 tons, her horse power (nominal) 370 (actual) over 4,000.

On enquiry at the local office of the Hamburg-America Line, we learnt that the steamer *Astoria* left Hongkong with a full cargo for New York on Monday and Singapore on the 11th May. There were no passengers. The officials of the company are not in a position to say whether the cargo was insured or not. In all probability it was. The ship itself was supposedly partly insured.

The *Chun Maclachlan*, which came to the rescue of the *Astoria*, is a Clan Line boat, built at Glasgow in 19.0 by Messrs. Stephens & Sons.

MONEY MARKET.

Consols are at 99½. On the loan market weekly advances range from 1½ cent. to 1¾. B. & L. rate remains at 3 per cent.

REUTER'S SERVICE.

LONDON, 19th June.

GERMANY AND HER TROOPS FROM CHINA.

The German Emperor has ordered a powerful squadron of warships to meet the troops returning from China at Gibraltar, and to escort them back to Germany.

FRENCH ACTIVITY IN INDO-CHINA.

The French Cabinet has approved of the Convention between [Governor] General Doumer and several Paris Banks to build railways in Indo-China, including a line 260 miles long between Luokai and Yunnan-sen.

CHINA SQUADRON PRIZE-FIRING.

NEW HEAVY GUN RECORD.

H.M.S. *Terrible* has again made some phenomenal shooting with her heavy guns at the annual prize-firing recently carried out at Weihaiwei. It will be remembered that last year this ship established a World's Record with her shooting; the high percentage then obtained (76.9) creating a small amount of criticism in Service circles. On the present occasion the *Terrible* has made 80 per cent. of hits on the targets, thus breaking her previous record, which performance should dispel any suspicion that the score of last year was subject to either chance or capricious firing. This achievement has undoubtedly made the fact patent that it is quite possible to obtain a high average if high training is imparted to the men, and it is also apparent that gunnery in this particular ship is not made subordinate to subjects of less vital importance. One has only to glance through the shooting returns of the navy to see that there is much to be desired in this direction. Our present ship-building policy is highly commendable, but it is no use pinning our faith in numbers of ships unless their crews can shoot straight. The returns show that not a few ships only make a quarter of the percentage the *Terrible* has now made, and to reach half those figures has hitherto been considered very good shooting.

In a Fleet Order issued by Admiral Sir Edward Seymour last year, that distinguished officer, after praising the personnel of his squadron for their gallant war services in North China, stated that "he had no misgiving but that whatever is before us, we shall, if possible, do better rather than otherwise, and uphold the best traditions of the British Navy." Those words condensed mean good shooting. It would require much explanation to show why one ship stands out alone in the Navy in producing such excellent results as prize firing on two successive occasions, and Captain Scott is to be congratulated on his repeated record-breaking—exemplified both on the *Scylla* and the *Terrible*.

LATEST STEAMER MOVEMENTS.

The H. A. L. steamer *Silesia* from Hamburg, left Singapore for that port yesterday, and may be expected here on or about the 27th inst.

The Imperial German Mail steamer *Bayern*, carrying the German Mail with dates from Berlin of the 27th ult., left Singapore on Thursday at 6 p.m., and may be expected here on or about the 25th inst. at daylight.

The C. P. R. steamer *Empress of China* left Nagasaki yesterday at 2.30 a.m. for Yokohama direct, where she is due to arrive at 8 p.m. to-day.

SUPREME COURT.

Friday, 21st June.

CRIMINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON, KT., C.M.G. (CHIEF JUSTICE).

THE CHARGE AGAINST INSPECTOR CRISP—

DEFENDANT DISCHARGED.

The Court assembled at ten o'clock, and counsel at once proceeded to sum up.

In his address to the jury, Mr. Francis, after reviewing the two counts in the indictment against the defendant, said the particular question for the jury to consider was not whether Crisp accepted, or obtained, or received \$40 from Chung Shun Koo, but the object he had in view when he took the money—whether he took it with a view to influence his conduct as a public servant, or whether he took it for a perfectly innocent and lawful object. That was the question (one omitted by the prosecution) for the jury to decide—why Crisp took the money, and for what purpose. The statement made by the defendant at the Magistrate after his arrest was that he took the money with the intention of getting Chung Shun Koo arrested and punished for offering a bribe to a public servant. The information which Mr. Tooker presumably must have given to the police and Crown officials immediately after Crisp's arrest, and the evidence which Mr. Tooker had given on the subject at the Police Court, ought to have satisfied the Crown and Crown officials that Crisp's statement was true and that there was ground for the prosecution. The complainant, Chung Shun Koo, had managed to slip out of it, and the police had adopted the prosecution, as they were bound to do. Of course, a prosecution by the Captain Superintendent of Police could not be allowed to fall through, and every attempt had been made to carry it through to the bitter end. Here was the defendant, a man who had come from England, specially selected by the Crown agent and brought out here under an engagement as overseer or foreman of works. He had now been nine months in the colony, and in the exercise of his duties was directly under the supervision of Mr. Tooker, who had given him an excellent character both as to conduct and ability. Who was the complainant? He was a man who for some years past had been speculating in houses, buying them at the lowest possible figure and selling them at the highest. Therefore, it was to the complainant's immediate and direct interest to spend as little as possible on these houses during the short period they remained in his possession. On Crisp's report, the complainant had been put to considerable expense on houses he had bought for the purpose of selling again. Bearing that in mind, was it likely that Chung Shun Koo would feel particularly amiable or well-disposed towards the person on whose direct report and through whose direct agency he had been compelled to spend so much money on houses he had bought merely as a speculation? The complainant had every possible reason for seeking to discredit Crisp, and, if possible, to get rid of him. All the more because he had already found that Crisp was incorruptible. Chung Shun Koo had said that the accountant of the shop in Queen's Road reported to him that Crisp had been there and had intimidated by the use of a certain expression, that he wanted to obtain money from Chung Shun Koo. It was absolutely impossible to suppose that a man of Crisp's character—a married man with a child—a man who had come out here to a good billet, would expose himself to the risk of losing his position and ruining himself practically for the rest of his life, by placing himself in the power of a man like Chung Shun Koo. Mr. Crisp had visited the shop in Queen's Road, but, as Mr. Tooker said, he did it in the course of his duty. He went there to learn whether the complainant was carrying out his work in connection with the house at Hollywood Road. In the shop he found a man who could understand very little English, and in order to let Chung Shun Koo know who he was, he left his card—a card that had been printed on the approval of Mr. Tooker, and the address of Mr. Tooker in Queen's Road was the only address given by Chung Shun Koo to the Public Works Department, and was the address at which all his business had been served. There was no evidence that Crisp or anyone else in the Public Works Department knew the man was living at 9, Old Bailey Street. Dealing with the incident on the roof at Hollywood Road, Mr. Francis said the simple fact was that each man was trying to catch the other, and as happened in most cases where an uneducated European came in contact with an educated Chinese, the Chinese man had won. As for the sketch drawn by Crisp, that was probably merely an incident in the plan of each man, or might actually have been made by Crisp to explain away some difficulty in the mind of Chung Shun Koo. Referring to the manner in which the complainant had given his evidence, Mr. Francis said he readily understood the English of the Attorney-General, but when it came to the cross-examination the case was wholly different. Chung Shun Koo had apparently every difficulty in understanding what was said to him, although the language employed was the simplest. The whole explanation, said Mr. Francis, was that Chung Shun Koo was anxious to gain time to frame an answer consistent with what he had said previously. Coming to the interview between Crisp and Chung Shun Koo at the latter's house in Old Bailey Street, Mr. Francis said that the story about Crisp running out to the verandah and shouting, "What's that?" was a pure invention. The detective sent to Chung Shun Koo's house knew nothing of that running out and shouting, although he was in the room all the time. But then, he was not personally concerned in the trapping of Crisp, and had no reasons for telling an untruth. Concluding, Mr. Francis urged the jury to give the matter their most serious consideration, for, if the defendant was dismissed from Government service here, as would be the certain result of a verdict against him, his career here and probably at home would be ruined.

In summing up the Acting Attorney-General said his learned friend had professed his address by making a representation to the jury on the way in which the case had been opened by the Crown. The jury would remember he distinctly stated at the close of his address that the question they had to determine was under what circumstances the defendant took the money—that was to say, whether he took it with a view to influence his conduct as a public servant, or whether he took it properly and straightforwardly, with the intention of proving that Chung Shun Koo had offered him a bribe.

Mr. Follett then read to the jury the concluding part of his speech in opening the case as reported in the *Daily Press*, which read:—

"And the jury, concluded Mr. Pollock, would have to consider carefully whether the defendant took the money corruptly as a bribe, or whether he accepted it in order to trap Chung Shun Koo." That said the Acting Attorney-General.

was proof that his argument as to the way in which he had stated the case was correct.

Mr. Francis, in that case, your Lordship, I must apologise for the language I used.

Mr. Pollock, continuing, said that what the jury had to consider was the evidence that had been adduced before them and the statement made by the defendant in the charge-room at the Central Police Station. "It does not follow," said the Acting Attorney-General, "that, because other public servants have been found to accept bribes, the defendant should have accepted one. You ought to dismiss altogether the fact that other public servants have been found to take bribes, and judge of this case simply and solely by the evidence before you and by the defendant's statement."

Mr. Francis, went on to the Attorney-General, had suggested that the prosecution ought never to have been carried on at all, and that had it not been for the police taking the matter up, the prosecution would have been dropped at once. If Mr. Francis really entertained that idea, he was quite mistaken in doing so. Referring to the evidence of Lo Tai Lum, the chief interpreter at the Public Works Office, that an attempt was made by Chung Shun Koo, in the beginning of February, to bribe the defendant, Mr. Pollock said that having regard to the fact that the defendant and Mr. Tooker were engaged in the same room, it seemed curious that the defendant should keep it bottled up in his mind and allow two months to elapse before reporting to Mr. Tooker. On the 15th of April the defendant told Mr. Tooker that Chung Shun Koo had tried to bribe him with cigars, and that he intended to take the next bribe offered him. That was rather a good plan on the part of the defendant, because, if he accepted a bribe from Chung Shun Koo and was afterwards found out, he would be able to say—"I told Mr. Tooker this man had offered me cigars, and that I was going to take the next bribe to be offered me." Only two witnesses had been called for the defence, one Kwok King, a blacksmith, and the other Lo Tai Lum, the interpreter. It had been obvious from the evidence of Kwok King that he and Chung Shun Koo were not friends. Kwok King had said that Chung Shun Koo asked him if he knew the inspector of buildings, and that on Kwok King replying that he did, Chung Shun Koo said—"If you know the inspector, will you be good enough to go and see him and put in a few good words for me, and ask him not to call on me to pull down the wall? If you succeed, I'll give him \$30 and you \$5." Kwok King, it was shown in cross-examination, did go up to the Public Works Office, but after Crisp had been arrested, he saw Mr. Tooker, to whom, through Lo Tai Lum, he said it was unfair to arrest Mr. Crisp. Mr. Tooker had stated in evidence that he had no recollection of such a remark having been interpreted to him. Had it been interpreted, Mr. Tooker had further said, he was not likely to have readily forgotten it. As to Lo Tai Lum, the jury would remember that he had been recalled by his Lordship, whom he told that he had had no private conversation with Kwok King regarding the case. Lo Tai Lum's evidence was to the effect that Chung Shun Koo had actually tried to bribe the defendant directly and that he had been dismissed from the defendant's presence with angry words. About twenty minutes afterwards, in the passage at the Public Works Department, Chung Shun Koo was seen to have stopped Lo Tai Lum and asked—"Can't I bribe the inspector of buildings? Was such an occurrence possible? Would Chung Shun Koo be likely to stop a man whom he did not know and ask such a question? Certainly not. "You will remember," said Mr. Pollock to the jury, "when Kwok King was asked to rise in Court yesterday, Lo Tai Lum was asked—Do you know that man? No. Kwok King was brought nearer, and Lo Tai Lum again asked—Do you know that man? No. I submit, gentlemen, that was a very clever piece of acting on Lo Tai Lum's part, because, when we were asked to look again, he said—I do remember that man coming up to the Public Works Department and telling Mr. Tooker, through my interpretation, that he was surprised that Crisp had been arrested, and that it was unfair." Was Lo Tai Lum, asked the Attorney-General, likely to forget a man whom he had admittedly spoken to on the previous day? Was it likely, if Chung Shun Koo had tried through him to bribe the defendant, that Lo Tai Lum would have kept such important evidence secret for so long? Lo Tai Lum's evidence was simply intended in order to help the defendant out of a scrape. Mr. Pollock admitted what his learned friend had suggested, that there was a discrepancy in the evidence for the prosecution as given previously at the Police Court and later at the Supreme Court. It was a Chinese characteristic to exaggerate, but it would not be safe on that account for the jury to conclude that everything a witness said was untrue. As to the evidence of the Chinese detective sergeant, Mr. Pollock would ask whether it did not conflict with the statement made by the defendant as to the charge-room—that he took the money, but did not know then how much there was. The Chinese sergeant had said he understood part of the conversation, and heard the defendant say—"You must give me \$40." The notes, too, before being handed to the defendant, were laid on the table, where they could easily be seen and counted. Concluding, Mr. Pollock said—"I don't propose to take up your time any longer. I am sure you have listened carefully to the evidence, and that you will exercise every care in arriving at your verdict."

In the summing-up his Lordship said the case had something of the aspect of a comedy about it. Each person had tried to trap the other—a big game of East against West. Each was planning his own cross-purposes, and they could see who had got the best of the duel. It reminded his Lordship of an old and famous ballad by Bret Hart called "A Heathen Chinee," in which two Westerners combined to cheat a Chinaman who in the end proved to be more than able for both. The defendant thought he had beaten the prosecutor, and went downstairs chuckling at the reflection that he had a strong case against him. He had thought, however, that the prosecutor had laid a trap much more cleverly for him, and had the chief of the detective staff waiting to catch him with the money in his possession.

The jury, without leaving the box, by a majority of six to one found the defendant not guilty on both counts of the indictment.

Crisp was accordingly discharged.

The Sessions will be resumed on Monday morning at ten o'clock.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUNISH JUDGE).

TWO MONTHS FOR PERJURY. An Indian named Rhojo Singh and Hu In Chee, clerk in the Kowloon Office of the Hongkong and Kowloon Wharf and Godown Company, Limited, for \$421, being the balance of principal and interest of a promissory note made by defendant, and dated 3rd July, 1896.

Defendant denied to his Lordship that his name was Hu In Chee, the name which

appeared on the promissory note. The plaintiff stopped into the box and swore, however, that defendant was Hu In Chee, and that he signed the document and the other touched the pen.

His Lordship (to the Court interpreter)—Do you know the defendant?

The interpreter—Yes, my lord; we were at school together.

Defendant still asserted that he was not Hu In Chee, and that it was not he who signed the promissory note.

His Lordship then directed the interpreter to go into the witness box.

The interpreter, sworn, said he had known the defendant for ten years. His name was Hu In Chee all the time he (the interpreter) had known him. He was quite sure that he had made no mistake.

Mr. Holmes, solicitor, who appeared for the plaintiff, then went into the box. He said he knew the man in the blue coat (the defendant). Defendant had been several times to witness in connection with the promissory note. Defendant had paid interest to witness on two occasions. Witness gave him receipts in the name of Hu In Chee, and he made no objection, nor did he say that that was not his name.

His Lordship awarded judgment for the plaintiff, with costs, and committed the defendant to prison for two months' hard labour for perjury.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

A DANGEROUS ROAD.

TO THE EDITOR OF THE "DAILY PRESS."

20th June.

SIR,—Will you be so good as to afford me space to warn pedestrians who frequent Bowen Road and more especially people who send their children there of a danger of which some may perhaps be unaware?

I and another were strolling along Bowen Road on the evening of the 19th inst. about 6 o'clock and just as we had turned the corner below the site of the new Military Hospital we heard rapid hoof-beats behind us. We had just time to jump aside before a horseman passed us at a smart canter, as nearly as possible riding over a couple of dogs I had with me. The horseman did not pull up in the slightest degree on passing us. Had there been children or chairs, or in fact anything but a couple of fairly able-bodied men at the spot where we were, nothing but a miracle could have prevented a smash.

This is the first horseman I have seen on Bowen Road but I have since been informed that anyone has a right to ride there. If it is true, I am sure that most people will agree with me that it is disgraceful that the one footpath below the Peak which is suitable for European children to frequent should be so scandalously abused.

I am not aware what the rights of way on Bowen Road are, but it seems to me that one of two things should be done: either horse-riding should be prohibited or pedestrians should be warned by a notice-board that they use it at their own risk. If the latter course were adopted, I fancy there would be sufficient outcry, even in this sympathetic community, to cause an alteration in the bye-law.—Yours, etc.

PATERFAMILIAS.

FUMIGATION AND DISINFECTANT.

TO THE EDITOR OF THE "DAILY PRESS."

21st June.

SIR,—I am sorry your journal is not an illustrated paper, as I would like to extend you the privilege of publishing some of the little life-sketches of June life in this Malta and Gibraltar of the East. I have been approached by an enterprising American paper for the copyright, but as money is no object, I lean rather to the advice of friends who think these would be a graceful offering to the Secretary for the Colonies if neatly bound into an Album. Another lover of our colony and its faultless administration and unimpeachable officials offers the suggestion that this should be interleaved with pen-and-ink sketches of the Sanitary Board and their paraphernalia.

On returning home last evening in company with a friend we forced our way through crowds of excited Chinese, and as we speak the lingo as fluently as a Court interpreter, we learned that dionians had been sent to the Chinese in Sanitary District No. 5 that their houses were to be fumigated and cleaned at an early hour on Friday morning. No sooner had the news become general than the occupants of houses in Peel, Staunton, and Elgin Streets began to busy themselves in transferring their penates temporarily to localities not under the Board. Having nothing to do we spent a good deal of time in hasty sketches and in moralising on the apathy and placid indifference of our splendid lot of wooden police in allowing such removals without a protest. With any knowledge of Chinese character, no one but a Government official would dream of advertising their intention to fumigate and cleanse, but would have adapted the more rational measure of a surprise with guards stationed at the street corners.

As there was no theatre on, we came down from our perch on the high level in search of diversion, and had we not known the cause we should certainly have surmised that the whole Chinese community were securing at least standing room on one of the river steamers, and accommodation for bedding, hats, and bundles. We learn from good authority that this exodus continued pretty well all night, and was resumed at a very early hour this morning. On going to business this morning we diverted our usual route and visited the scene of the night previous. There was not much to be observed then except an occasional bundle under the gas-lamp that was burning on the corner of Peel and Staunton Street. The friend who pointed this out assured us that a resident in Elgin Street had declared that the gas had not been completely shut off for several days. Of course a policeman could not see this, and perhaps it was not his pignon.

EXEUNT OMNES.

SHOOTING.

MATCH AT NEW RANGE.

"D" CO., H. K. V. C. F. SERGETS. 2ND. R. W. F.

Teams representing the above met on the New Volunteer Range at Tai Hang on Thursday afternoon. Strong squalls and a very uncertain light tended to make the day anything but a good one for accurate shooting.

Each team was composed of eight men; the distances being 200 yds. 500 yds. and 600 yds. seven shots and two slights at each range, and the best six scores to count. The result was a win for the volunteers by 23 points.

The following are the best six on either side:—

	"D" CO.	CO.	600 Total.
Private Horley	200	500	600
" Watson	32	28	88
" Mackenzie	30	23	84
" Andrew	28	29	85
" Clark	30	29	81
" Bowley	27	18	10
	179	154	477
			Grand Total.

SERGETS R. W. F.

	200	500	600 Total.
Sergt. Dr. Macleod	33	21	82
Sergt. Dootan	30	25	80
Sergt. Major Hick	34	24	80
Band Sergt. Adams	29	26	76
Sergt. Moore	29	31	74
Arm. Sergt. Wil.	25	24	62
	180	153	454
			Grand Total.

A match will take place at Tai Hang Range this Saturday afternoon commencing at 3 o'clock, between teams representing the H.K. Volunteer Corps and Non-Volunteers. The conditions will be similar to those of the Interport match—ten men each—seven shots at each range, 200, 500 and 600 yds. with two slights (optional) at each range. If the weather proves good, a keen match should result, the sides being very even, and both sides strong. The match however is not an official one, from a Volunteer stand point. The following are the teams:—

Volunteers.—Lt. Moscop, Sgt. Stavar, Gunnar Baldwin and Lapsley, (Field Battery), Sgt. Maj. Lammert (A. Co) Sgt. Marshall (B. Co) Privates E. Clarke, Horley, Mackenzie, and Watson (J. Infantry Co.).

Non-Volunteers.—Capt. Carlyle A.O.D. (Capt. Ar. Sgt. Blair, Sgt. Bowery, R. E., Sgt. Dr. Macleod, R. W. F., D. McLennan, I. Cramer, R. N., Sgt. Instr. Wake, R. N., W. G. Stackwood, Q.M.S. Wallace, R.E., Q.M.S. West, R.E.,

POLICE COURT.

Friday 21st June.

BEFORE MR. HAZELAND.

ILLICIT OPIUM. Two natives were fined \$40 or twenty-one days and \$3 or eight days' imprisonment respectively, for having opium in their possession without the necessary certificate.

A CHINESE CHINAMAN. A young Chinese employed in the Kowloon Godown Co. on the Hongkong side, was charged with slapping Maria Remedios, a six-year-old child, on the face with such force as to knock her head against the staple of the house-door where she was standing, causing a swelling on the side of the head.

The little mite, though unable to understand the significance of an oath, promised to tell the truth, and gave her evidence very clearly.

It appeared that the defendant had pulled her elder sister by the hair, and that her brother came to the rescue and threw a stone at the man, striking him on the mouth. Defendant gave chase, and the boy ran into the house and escaped. As the enraged native failed to catch the boy, he vented his spite on the little sister, who was standing at the house door looking on, and slapped her in the face.

Defendant admitted having pushed the little girl, but denied striking her. He claimed that he and his sister had to endure considerable annoyance at the hands of the children.

The case was continued at great length, the little girl's sister being called, examined, and cross-examined.

His Worship came to the conclusion, that defendant acted under great provocation, but told him he had no right to strike the child. As the offence, however, was of a trifling nature, he would fine the defendant only \$5.

BEFORE MR. KEMP.

PICKING A POCKET. A Chinese accused a fellow-countryman of cutting his jacket-pocket and relieving him of a purse containing four \$1 notes and some small change, total value \$4.30. In support of his accusation he called his sister as a witness, who so entangled herself in the meshes of contradiction that his Worship had no alternative but to discharge the accused.

MARINE COURT.

Friday, 21st June.

BEFORE THE HON. BASIL R. H. TAYLOR, ACTING HARBOUR MASTER.

USING A BOAT WITHOUT A LICENSE. Ho Hing, owner of store-boat No. S. 471, was charged by Inspector McIvor with unlawfully using his boat without having a license. Accused pleaded guilty, and was sentenced to fourteen days' hard labour. Another Chinese, Chan Wing Kwong, owner of ballast boat No. S. 169, was charged with using a special permit for a period of time other than the one therein mentioned. Accused admitted his guilt, and received a sentence of fourteen days' hard labour.

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NEWCHANG.

Newchang, 6th June.

DEAN TRADE STOPPED BY BRIGADES. Beans being one of the principal commodities of export at this port, its stoppage for months past has been a great hindrance to the volume of trade. Although a great deal has been brought into port by rail, the greater quantity is dependent on the Liao River as a means of conveyance. The Eastern Chinese Railway having at present only a limited supply of rolling-stock, which for the greatest part is required for the maintenance and construction of the line, it follows that under these circumstances, available cars and wagons are eagerly sought for by merchants and shippers. These commodities commanded at the outset high railway freights, which, in turn, proved neither profitable to either buyer or seller. The cause of stoppage of river traffic was the result of heavy blood-moon levied at different stages on the river. These extortions were made by robbers and brigands. Their extortions went so far that nearly all river traffic ceased. It was also out of the question to send up silver in bulk as purchase money to any of large grain-collecting centres. The Russian authorities at last recognised the necessity of immediate action. Accordingly seven weeks ago Colonel Henke, with several companies of Cossacks, was despatched several hundred miles up river to escort to port the bean-boats which had collected in hundreds at various places on the river. In this expedition he was accompanied by a foreign resident, who has a thorough knowledge of Chinese customs and language, and, as a result, proved an able adviser and interpreter to the expedition. At Tung Chiang-tien, T'iehling and other large grain-collecting centres, several hundred miles away from port, proclamations in Chinese were issued concerning the difficulties which were about to be removed, giving some good advice and instructions, and an invitation to combined action. At these granaries there are millions of bushels of grain stored ready for removal. A few days ago the expedition returned to port escorting over 600 loaded bean-boats. The quantity conveyed by this fleet is sufficient to load over twenty large coasting steamers. Many more boats have since arrived and are continuing to come. Several brigands were captured on the down journey, and encounters with robbers at various points were successfully repulsed. The river at this time of year in its upper reaches, several hundred miles from port, is unfortunately very shallow and its channels narrow. The progress of the fleet was in consequence much retarded. Many of the flat-bottomed boats, drawing but a little over a foot of water, were stranded, and with much exertion had to be levered into the channel. However, as a result everybody concerned seems to rejoice at the successful raising of the "blockade of the Liao River."

SERIOUS DISTURBANCES NEAR MONG OLA. The country in the neighbourhood mentioned is quiet, and foreign merchants are finding a ready market once again. Foreign drills and pieces goods generally are met with everywhere. But towards the Mongolian borders and in Mongolia proper, serious disturbances exist and threaten to spread. The notorious military commander of Moukden who incited and assisted the Boxers during the late troubles, and who is held responsible by both officials and people for what occurred, is one of the leaders of the rising. At all places where Russian garrisons are established complete order exists. At Moukden and Kirin, the Chinese flags float over the Yamen, and the administration, appears to be once more in the hands of Chinese officials.

PIRATES AT WORK. A day ago a junk, inward bound, was attacked by a band of pirates at No. 4 Beacon, eight miles below the harbour limits. In the attack one of the crew was killed outright and two were dangerously wounded. The pirates escaped with \$20 taken off the junk.—Mercury.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 21st June.—Since the date of our last report a great general business has been transacted, and we close with enquiries for many of the principal stocks. Rates have ruled somewhat erratic owing to the near approach of the June settlement.

BANKS.—Hongkong and Shanghai have been placed at 28 3/4 per cent premium, and close with probable buyers at the rate. The London quotation has advanced to 201.10s. 4d. National and Bank of China are unchanged.

MARINE INSURANCES.—Unions are quiet and without business at \$340. China Traders are wanted at \$80. North China are enquired for at \$180. Yangtze have receded to \$120, at which sales are reported. Cautions are offering at \$180.

FIRE INSURANCES.—In Hongkong Fires a forced sale is reported at \$340, but in the open market it is doubtful if shares are obtainable under \$350. China Fires have been done at the reduced rate of \$82 1/2, and more shares are wanted.

SHIPPING.—Hongkong, Canton and Macao have ruled quiet, and close steady at \$35. Indo-China have been in strong request, and close with buyers at \$150. Douglas have been placed at \$56, at which a few more shares are offering. S. R. Forries are enquired for at \$23 and \$9 for the old and new shares respectively. Shell Transports have been placed at \$22.12s. 6d. China-Manila have been sold at \$62 and \$62 for the old and new shares respectively.

REVENUE.—China Singapore have been placed at \$144 and \$144, and the market close firm at the latter rate. Luxons have declined to \$38.

MISCELLANEOUS.—Punjoms have continued to decline, and close with sellers at \$8. Jebous are offering at \$42. Raabs have been disposed of at varying rates, and close with sellers at \$12.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have ruled weak and close with sellers at \$320. Hongkong and Kowloon Wharves have weakened to \$104, at which there are sellers. Wanchai and New Amoy Docks are unchanged and without business.

LANDS, HOUSES AND BUILDINGS.—Hongkong Lands have been placed at \$199 and \$189, and the market rules firm at the latter rate. Hongkong Hotels are wanted at \$127. Kowloon Lands, West Points, and Humphreys Estates are quiet and without business.

COTTON MILLS.—The only change to report is a small enquiry for Hongkong Cottons at \$8.

MISCELLANEOUS.—Manila Investments are offering at \$66 1/2. Green Island Cements have been placed at \$194 and \$194. Hongkong Ropes have been sold at \$175, and more shares are obtainable. Irons improved to \$180, at which sales have been made. Tramways are wanted at \$235. Campbell Moores are enquired for at \$20 ex dividend of \$2 paid on the 18th instant.

CREANS.—Tobacco Trusts have been sold at \$60, and further shares are obtainable. Alhambras are offering at \$1,500.

MEMOS.—Hongkong Cotton Spinning and Weaving Company, Limited, annual meeting of shareholders on the 29th instant. Hongkong Electric Company, Limited annual meeting of shareholders on the 6th July, transfer books closed from the 22nd instant.

THE SHAN STATES RAILWAY.

The Lieutenant-Governor of Burma, at the opening of the Goktak viaduct and Hispaw extension railway on the 1st inst., said:—"The line will, it is anticipated, be opened to Lashio early in 1902. Whether the line will be carried beyond Lashio at present is a question that has not yet been decided; but, in my opinion, Lashio is not a very suitable terminus for caravans arriving from Kanton ferry, as it is a small place with little trade, and water very scarce. A better terminus could, I believe, be found either in the Mongraw or the Mongkyat valley, 30 or 60 miles from Lashio, where the caravan road runs and where there is an expectation of traffic. These valleys are fertile and only need population to be brought under cultivation. I had hoped that one very important work for the development of the Burma Railways system might have been put in hand whilst I am still in charge of the administration of this province—I mean the bridge over Irawaddy river. The Bassein Kendaia-Lepidam branch railway is making good progress, and a survey for a line to be built from provincial funds between Thasi junction and Tanngyri has been commenced. The province will, therefore, be much better off as regards railway communication when I hand over the administration than when I undertook it, and the Burma Railways Company certainly deserve our thanks for the increased facilities of railway communication which they have conferred on Burma since the Burma Railways were transferred to them."

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

23rd June, 3rd Sunday after Trinity. Matins (11 a.m.) Responses, Psalms, Venite, Magnificat; Psalms, Ouseley, Tule, Elroy, Smart; Te Deum, Calkin in D; Benedictus, Garrett; Hymns, 209, 281, and 291.

Evensong (5.45 p.m.) Responses, Psalms, Psalms, John, Foregrius, Wickes, Camidge Kinked, Magnificat, Goss; Nunc Dimittis, Felton; Hymns, 258, 604, and 172.

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LONDON &c. VIA PORTS OF CALL.	PARRAMATTA	Brit. str.	—	R. T. Cook, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	MAHARAJA	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLASCOW	Brit. str.	—	C. C. Talbot, R.N.R.	McGREGOR BROS. & GOW	On 25th inst.
LONDON & ANTWERP	GLASCOW	Brit. str.	—	J. Rafferty	P. & O. S. N. Co.	On or about 29th inst.
LONDON	PROMETHEUS	Brit. str.	—	—	McGREGOR BROS. & GOW	On 11th July.
LONDON	ALCINOUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th July.
LIVERPOOL DIRECT.	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd July.
BREMEN VIA PORTS OF CALL.	SACHSEN	Ger. str.	—	H. Supper	MELCHERS & CO.	On or about 15th July.
MARSEILLES, LONDON & ANTWERP, V. ST. PETERSBURG, &c.	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL.	SYDNEY	Fr. str.	—	Amoy	MESSENGERS MATTHEWS	On 28th inst., at Daylight.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 1st July, at 1 P.M.
HAVRE, BREMEN & HAMBURG	SAMBIA	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG	WUERZBURG	Ger. str.	—	v. Dohren	HAMBURG-AMERIKA LINIE	On 25th July.
HAVRE & HAMBURG	ACILIA	Ger. str.	—	—	McGREGOR BROS. & GOW	On 5th Aug.
NEW YORK	LOWTHER CASTLE	Brit. str.	—	—	DODWELL & CO. LIMITED	On or about 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDRANI	Brit. str.	—	Williamson	JARDINE, MATHESON & CO.	On 30th inst.
NEW YORK VIA SUEZ CANAL	ABARA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 1st Aug.
NEW YORK	L. SCHEFF	Amr. ship	—	—	CAELOVITZ & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 26th inst.
VANCOUVER, VIA MOJI, &c.	TARTAR	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 10th July.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	RIJUN MARU	Jap. str.	—	H. Ogo	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	DUKE OF FIFE	Brit. str.	—	J. S. Cox	DODWELL & CO. LIMITED	On 28th inst.
PORTLAND (OR.)	INDRAPURA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 6th July.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Amr. str.	—	—	O. & O. S. N. Co.	On 27th inst., at Daylight.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	St. John George	TOYO KISEN KAISHA	On 4th July, at Noon.
AUSTRALIAN PORTS.	ROSETTA MARU	Jap. str.	—	N. Tate	GIBB, LIVINGSTON & CO.	On 27th inst., at Noon.
AUSTRALIAN PORTS.	TAIWAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
AUSTRALIAN PORTS.	HYSON	Brit. str.	—	J. S. Hogg	BUTTERFIELD & SWIRE	On or about 14th July.
SEATTLE VIA SHANGHAI & JAPAN	DAPHNE	Ger. str.	—	Th. Lehmann	JARDINE, MATHESON & CO.	To-day.
NAGASAKI & VLADIVOSTOK	LYEEMOON	Ger. str.	—	—	SIEMSEN & CO.	On 25th inst., at 3 P.M.
SHANGHAI	WHAMPOA	Brit. str.	—	—	SIEMSEN & CO.	To-day, at 3 P.M.
SHANGHAI	SUNDA	Brit. str.	—	E. R. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI & CHINGKIANG	ELITA NOSSACK	Ger. str.	—	Brühn	P. & O. S. N. Co.	To-day, at 4 P.M.
SHANGHAI & JAPAN	MALACCA	Brit. str.	—	E. G. Andrews	EAST ASIATIC TRADING CO., LD.	On 24th inst., at 4 P.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	BAYERN	Ger. str.	—	S. Scharf	P. & O. S. N. Co.	On or about 25th inst.
ANPING VIA SWATOW & AMOY	MAIDZU MARU	Jap. str.	—	K. Suzuki	MELCHERS & CO.	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On 26th inst.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 3rd July, at Daylight.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	—	Roach	DOUGLAS, LAURENCE & CO.	To-morrow.
ILOILO & CEBU	CHUNKIANG	Brit. str.	—	G. T. Blaxland	BUTTERFIELD & SWIRE	On 27th inst.
MANILA	SUNGKIANG	Brit. str.	—	N. Tate	SHEWAN, TOMES & CO.	On 24th inst.
MANILA	ROSETTA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
MANILA	TAIWAN	Brit. str.	—	E. J. Buller	NIPPON YUSEN KAISHA	On or about 14th July.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	M. Yagi	JARDINE, MATHESON & CO.	On 25th inst., at 3 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.

SHIPPING.

ARRIVALS.
 June 21, Ixion, British str., 2271, D. Robinson, Singapore 16th June, General.—BUTTERFIELD & SWIRE.
 June 21, MICHAEL JENSEN, German str., 710, Jensen, Haiphong and Hoihow 20th June, General.—JENSEN & CO.
 June 21, PARRAMATTA, British str., 2854, R. T. Cook, R.N.R., Shanghai 18th June, Mails and General.—P. & O. S. N. Co.
 June 21, SUNDIA, British str., 2997, E. R. Dowell, R.N.R., Bombay 5th June and Singapore 16th June, Mails and General.—P. & O. S. N. Co.
 June 21, HOHAO, French str., 500, Merleux, Hoihow 20th June, General.—A. R. MARTY.
 June 21, MAUSANG, British str., 1643, Welsh, Sandakan 15th June, Timber.—JARDINE, MATHESON & CO.
 June 21, QUEEN ADELAIDE, British str., 1835, F. McNair, Tacoma 8th May and Vladivostok 13th June, Flour and Lumber.—DODWELL & CO., Ltd., British transport, 2124, E. W. Peck, Calcutta 8th June.

CLEARANCES.

At the Harbour Master's Office.
 21st June.
 Yuenang, British str., for Manila.
 Paochan, British str., for Swatow.
 Nanchang, British str., for Tientsin.
 Tientsin, British str., for Bangkok.
 Izon, British str., for Shanghai.
 Belgian King, British str., for Moji.
 Yawata Maru, Japanese str., for Nagasaki.
 Muhelberg, German str., for Saigon.

DEPARTURES.

June 21, JACOB DIEDERICHSSEN, Ger. str., for Haiphong.
 June 21, TACHIOU, German str., for Bangkok.
 June 21, BAKESBERG, German str., for Saigon.
 June 21, KATSUYAMA MARU, Japanese str., for Chofu.
 June 21, YUENANG, British str., for Manila.
 June 21, PARRAMATTA, British str., for Swatow.
 June 21, NANCHANG, British str., for Tientsin.
 June 21, TACHIOU, British str., for Bangkok.
 June 21, BENLAWERS, British str., for Nagasaki.
 June 21, MARIA VALERIE, Austrian str., for Yokohama.

VESSELS IN DOCK.

21st June.
 ABERDEEN DOCKS.—Sandakan.
 KOWLOON DOCK.—U.S.S. Dennington, Burnside, Union, Iris, Juno, Hailan, St. Enoch, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 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1007th, 1008th, 1009th, 1010th, 1011st, 1012th, 1013th, 1014th, 1015th, 1016th, 1017th, 1018th, 1019th, 1020th, 1021st, 1022nd, 1023rd, 1024th, 1025th, 1026th, 1027th, 1028th, 1029th, 1030th, 1031st, 1032nd, 1033rd, 1034th, 1035th, 1036th, 1037th, 1038th, 1039th, 1040th, 1041st, 1042nd, 1043rd, 1044th, 1045th, 1046th, 1047th, 1048th, 1049th, 1050th, 1051st, 1052nd, 1053rd, 1054th, 1055th, 1056th, 1057th, 1058th, 1059th, 1060th, 1061st, 1062nd, 1063rd, 1064th, 1065th, 1066th, 1067th, 1068th, 1069th, 1070th, 1071st, 1072nd, 1073rd, 1074th, 1075th, 1076th, 1077th, 1078th, 1079th, 1080th, 1081st, 1082nd, 1083rd, 1084th, 1085th, 1086th, 1087th, 1088th, 1089th, 1090th, 1091st, 1092nd, 1093rd, 1094th, 1095th, 1096th, 1097th, 1098th, 1099th, 1100th, 1101st, 1102nd, 1103rd, 1104th, 1105th, 1106th, 1107th, 1108th, 1109th, 1110th, 1111st, 1112th, 1113th, 1114th, 1115th, 1116th, 1117th, 1118th, 1119th, 1120th, 1121st, 1122nd, 1123rd, 1124th, 1125th, 1126th, 1127th, 1128th, 1129th, 1130th, 1131st, 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VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"PELEUS"	On 25th June.
GLASGOW and LIVERPOOL.	"DEUCALION"	On 2nd July.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 15th July.
LONDON	"ALCINOUS"	On 23rd July.
LIVERPOOL Direct	"GLAUCUS"	About 15th July.
(Taking Cargo at London Rates)		
S.S. "IXION," from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI and JAPAN on the 22nd inst. a.m.		
For Freight, apply to		
BUTTERFIELD & SWIRE,		
AGENTS O. S. S. Co.		
Hongkong, 17th June, 1901.		

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 24th June.
LOILOLO and CEBU.	"CHINGKIANG"	On 23rd June.
MANILA	"SUNGKIANG"	On 28th June.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, TOWN		
SVILLE, BRISBANE, SYDNEY		
and MELBOURNE.		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th June, 1901.

FOR NAGASAKI AND VLADIVO-
STOCK.

THE Steamship
"DAPHNE."
Captain Th. Nissen, will be despatched for the above ports on TUESDAY, the 25th inst., at 3 P.M.
This Steamer has superior accommodation for First Class Passengers.
For Freight or Passage, apply to
SIMPSON & CO.,
Agents.
Hongkong, 19th June, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR ANPING (VIA SWATOW AND
AMOI).

THE Company's Steamship
"MAIDZURU MARU."
Captain K. Sudaoki, will be despatched for the above ports on WEDNESDAY, the 26th June.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 13th June, 1901.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queens-
land Ports, and taking through
Cargo to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship
"AIRLIE."
Captain A. John George, will be despatched for the above ports on THURSDAY, the 27th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Returns Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 11th June, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND
AMOI.

THE Company's Steamship
"ANPING MARU."
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 26th July, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 19th June, 1901.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship
"GLENESK."
Captain J. Rafferty, will be despatched for the above ports on the 11th July.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 18th June, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.

THE O. & O. S. Co.'s Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 27th June, at Daylight, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China, and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd June, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship
"GLENARTNEY."
Captain Warner, will be despatched as above on or about the 26th June, 1901.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 18th May, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEMOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, MADRAS,
CALCUTTA, DJIBOUTI, EGYP-
T, MARSEILLES, MEDITERANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st July, 1901, at 1 P.M., the Company's Steamship

"SYDNEY," Captain Albert, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via the principal

Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 30th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th June, 1901.

THE UNITED STATES AND CHINA-
JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"INDRANI"
will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 14th June, 1901.

FOR NEW YORK.

"L. SCHEPP"
will load for the above port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd June, 1901.

Kumang, British ste., 2,070, Buller, June 18,
Jardine, Matheson & Co.
Lyons, German steamer, 1,238, Lehmann,
June 20, Siemens & Co.
Mausan, British ste., 1,644, Welsh, June 21,
Jardine, Matheson & Co.
Michael Jensen, Ger. ste., 710, Jessen, June 21,
Jensen & Co.
Milko Maru, Jap. ste., 2,080, Yagi, June 20,
Nippon Yusen Kaisha
Munche, German ste., 4,081, Krebs, May 28,
Melchers & Co.
Oak Branch, British ste., 2,064, Schell, June 12,
Dodwell & Co., Limited
Oli, British steamer, 1,951, Pinkham, June 11,
M. B. Kaisha
Paramatta, British ste., 2,854, Cook, June 21,
P. & O. S. N. Co.
Perla, British ste., 1,284, Blackland, June 20,
Shewan, Tomes & Co.
Phra C. C. Khoo, British ste., 1,012, Unsworth,
June 20, Butterfield & Swire
Queen Adelaide, Brit. ste., 1,835, McNair, June 21,
Dodwell & Co., Limited
Riojun Maru, Jap. ste., 2,979, Ohno, June 16,
Nippon Yusen Kaisha
Sandakan, Ger. ste., 1,374, Brandstetter, June 6,
Melchers & Co.
Simongang, Dutch ste., 1,818, Sandman, April 18,
Chinese
Sunda, British ste., 2,987, Dowell, June 21,
P. & O. S. N. Co.
Taiwan, British ste., 1,458, Nelson, June 15,
Butterfield & Swire
Trym, Norwegian ste., 710, Dale, June 10,
A. B. Marty
Yavuti Maru, Jap. ste., 2,367, Moses, June 18,
Nippon Yusen Kaisha
SAILING VESSELS.
Celest Burrell, British ship, 1,764, Jeffry, May 29, Order
Holliswood, Amr. bark, 1,084, Knight, June 14, Order
M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Co., Limited
Sawlich, Amr. ship, 1,172, Howes, Feb. 21, Master
Sussex, British bark, 1,212, Guthrie, May 17, Master

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BUTCHER MEAT.
Beef, sirloin & prime cut, lb. 15 to —
" Corned " " 14 " —
" Roast " " 12 " —
" Soup " " 12 " —
" Steak " " 15 " —
" Bullock's Brains per set 8 " —
" Tongue fresh " each 50 " —
" " corned " " 55 " —
" Head " " 50 " —
" Heart " " 13 " —
" Liver " " 13 " —
" Kidneys " " 7 " —
" Tail " " 15 " —
" Liver " " 12 " —
" Tripe, undressed " " 6 " 7
" Mutton Chop " " 28 " —
" Shoulder " " 22 " —
" Pig's Foot " " 9 11
" Fry " " 8 10
" Head " " 8 10

Kidneys " pair 10 " 12
Liver " lb. 20 " —
Port, Chop " " 13 " 17
Corned " " 22 " 28
Leg " " 17 " 18
Pig or Lamb " " 15 " 18
Sheep's Head, and Feet, " 45 " 50
Heart " each 5 " 6
Kidneys " " 9 " 40
Liver " lb. 24 " —
Sucking Pigs (to order) " catty 30 " 36
Suet Beef " lb. 16 " —
Mutton " " 24 " —
Veal " " 14 " 16
Beef Sausages " " 14 " 16
Veal Sausages " " 25 " 16

POULTRY.
Chicken " catty 32 " —
Capons " " 40 " —
Doves " each 9 " —
Wild Duck, Shanghai " pair 9 " —
Ducks " catty 25 " —
Eggs, Hen " 100 \$1.10
Fowls Canton " catty 38 " —
Fowls Hainan " " 32 " —
Geese " " 24 " —

Geese Wild, Shanghai " pair 9 " —
Quail " " 20 " 25
Rice Birds " doz. " —
Snipe " each " —
Teal " " 14 " —
Turkeys, Cock " catty 75 " —
" Hen " " 60 " —
Fish.

Barbel " catty 40 " —
Bream " catty 13 " —
Canton Fresh water Fish " 13 " —
Carp " " 15 " —
Codfish " " 22 " —
Crabs " " 20 " —
Cuttle Fish " " 12 " —
Dab " " 14 " 11
Dace " " 14 " —
Eels, Conger " " 14 " —
" Fresh water " " 24 " —
" Yellow " " 10 " —
Fresh Fish, Large " 13 " —
" Small " " 24 " —
Gudgeon " " 11 " —
Gurnard " " 11 13
Halibut " " 16 " —
Herrings " " 14 " —
Lobsters " " 15 16
Mackerel " " 12 " —
Mullet " " 13 " —
Monk Fish " " 20 " —
Oysters " " 22 " —
Parrot Fish " " 14 " —
Pike " " 11 " —
Plaice " " 16 " —
Pomfret, White " " 20 24
" Black " " 12 " —
Prawns " " 32 " —
Ray " " 8 " —
Rock Fish " " 12 " —
Shark " " 15 " —
Shrimp, Canton " 5 " 7
" Fresh Water " " 18 " —
Shrimps " " 20 " —
Skate " " 8 7
Snapper " " 18 " —
Sole " " 10 " —
Tuna " " 14 " —
Turbot " " 14 " —
Turtles, small, fresh water " 12 " —
" White Rattle " " 20 " —

FRUITS.
Apples, California " catty 50 " 60
" Chefoo " " " —
" Japan " " " —
Banana, fragrant " 8 " 4
" bites, Macao " 4 " 6
Carambola " " " —
Chestnuts, Chinese " each 7 " 6
Coconuts " " 7 " 6
Grapes " catty " —
Limes, China " catty 21 " 20
Lichies, Fresh " lb. 14 " —
" " 10 " —
" Dried " catty 30 " 25
Limes, Saigon " 10 " 8
Mango, Manila " 10 12
Mango, Saigon " " —
Mangoes, 1st " 2nd " —
Olives " catty 4 " 8
Oranges, Canton " 15 " 10
" Swatow " " —
" Macao " " —
" Small " " —
Pears, Shanghai " 80 " 90
" Cooking Canton " " —
Pineapple " catty 15 " 8
Do. Cooking only " 2nd " —
" 3rd " 0 " —
Pawlo, Anoy " each " —
Sham " " 20 " —
Walnuts, Fresh " 10 " —
Water-Chestnuts, common " 4 " 5
Mandarin " 7 " 6

VEGETABLES, &c.
Artichokes, Shanghai " catty 6 " 50
Banboo Shoots " 12 " 14
Beans, Sprout " 2 " —
" Broad " " 5 " —
" French, Shanghai " " —
" Macao (French) " " 9 " 8
Bedroot " each " 2
Cane Shoots " bundle " —
Brinjals, Green " catty " —
" Red " " 3 4
Brussels " " 3 4
Cabbage, Chinese " 12 10
" Shanghai " each 12 10
Carrots " catty 5 6
Cauliflower " each " —
" Large Size " " —
" Small " " —
Celery, China " catty 7 8
" English " " 3 2
Chilies, Dried " 20 " —
Chilies, Green " 6 " 7
Cucumbers " " 6 7
Curry Plant, English " 3 2
Egg Fruit " " —
Garlic " " 6 5
Ginger, old " 6 5
" young " 10 9
Green Beans " catty 20 18
" Horse Radish, Shanghai " 10 8
Indian Corn " piece 3 2
Lettuce " 1 2
Mushroom, fresh " catty 10 8
Ochra " " 10 8
Onions, Bombay " 9 8
" Green " 3 4
" Japan " " 5 4
Parsley, English " bundle 1 4
Potatoes, Sweet " catty 3 2
Spinage Chinese " catty 3 2
Tomatoes " 8 7
Turnips " 2 3
" English " 4 5
Water Cresses " 4 " —
Yams " 5 6
Potatoes, Fochow " 5 " —
Shanghai " " —
Japan " " —
Macao " " 6 5
American " 3 " —
Pumpkin " 3 " —
Purslane " doz. 2 " —
Radish " catty 5 " 4
Shalots " " 5 " 4
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